

LIST OF DIVIDENDS

WHICH WILL INTEREST MANY NEW HAVEN PEOPLE

Long Array of Corporation Disbursements Due This Week on Thereabouts, Most of Them Tomorrow.

List of dividends due about July 1 of the principal corporations in which New Haven investors are interested, compiled by Kimberly, Root & Day, 133 Orange street, New Haven, Conn.

Name	Rate	Date
New Haven Bank	3	July 1
City Bank	3	July 1
Connecticut Savings Bank	1 1/2	July 15
Mechanics Bank	2	July 1
Mechanics National	3	July 1
National New Haven	4	July 1
National Savings	1 1/2	July 8
New Haven Savings	1 1/2	July 2
National Tradesmen's	4	July 1
Second National	4	July 1

Railroad Stocks.

Albany & Susquehanna	3 1/2	July 1
Avon, Gen. & Mt. Morris	2 1/2	July 2
Aitchison Pref.	2 1/2	July 21
Beech Creek	1	July 1
Bald Eagle Valley	5	July 21
Berkshire	1 1/2	July 1
Boston & Albany	2	June 30
Boston & Lowell	4	July 2
Boston & Maine	1 1/2	July 1
Boston & Providence	2 1/2	July 1
Burlington, C. R. & North	3	July 1
Canada Southern	4 1/2	July 21
Chesapeake & Susquehanna	4 1/2	July 2
Central of New Jersey	1 1/2	July 1
Chicago & E. Illinois	3	July 1
do Pref.	1 1/2	July 1
Chl. & Western Pref. A.	2 1/2	July 21
Chicago & Northwest	2 1/2	July 1
do Pref.	1 1/2	July 1
Chicago & Alton Pref.	2	July 1
Chicago Stock Yards	2	July 1
do Pref.	1 1/2	July 1
Chicago Rock Island	1 1/2	July 21
C. & O. C. & St. L. Pref.	3 1/2	Aug. 29
Conn. & Passumpsic	2 1/2	Aug. 1
Conn. River R.	5	July 1
Danbury & Norwalk	2 1/2	July 1
Dayton & Michigan	2	July 1
Del. Lack. & Western	1 1/2	July 29
Denver & Rio Grande Pref.	2 1/2	July 5
Detroit, Hillsdale & S. W.	2	July 5
Fair Haven & Westville	1 1/2	July 1
Fitchburg Pref.	1 1/2	July 1
Hartford Street	1 1/2	July 1
Gr. North. R. R. Pref.	2	July 1
H. Central, leased	3 1/2	Aug. 1
Lake Shore & Mich. South	3 1/2	Aug. 1
Maine Central	1 1/2	Aug. 1
Manhattan	1	July 1
Massachusetts	2 1/2	July 1
Metropolitan	1 1/2	July 15
Michigan Central	2	July 29
Mass. Electric Pref.	2	July 1
Missouri Pacific R. R.	2 1/2	July 21
Morris & Essex R. R.	3 1/2	July 1
Montville Street	3	July 1
Naugatuck	5	July 1
New Haven & Derby	5	July 1
New London & Northern	2 1/2	July 1
New London Street	2 1/2	July 1
New York Central	1 1/2	July 31
New York & Harlem	5	July 1
N. Y. L. & W.	1 1/2	July 20
N. Y. N. H. & H. R. R.	2	July 1
Norfolk Central	4	July 1
Norwich & Worcester	2	July 1
Norwich Street	2 1/2	July 1
Oswego & Syracuse	4 1/2	July 2
Patterson & Hudson	4	July 2
Prov. & Bureau Valley	4	Aug. 10
P. T. W. & C.	1 1/2	July 1
P. M. & Y.	3	July 1
Hens. & Saratoga	4	July 1
Rome & Clinton	3	July 1
Rome, Wat. & Ogdensburg	1 1/2	July 31
Quincy R. R. Bridge	5	July 1
St. J. & G. I. Pref.	2 1/2	July 15
St. Land. R. R.	1	July 19
St. L. & San Francisco pf.	1	July 1
Stockbridge & Pittsfield	1 1/2	July 1
United New Jersey	2 1/2	July 1
West End, Boston	1 1/2	July 2
Winchester Avenue	1 1/2	July 2
Wisc. Northern & Roch.	2 1/2	July 1
Vermont Valley	3	July 1
Twin City Rap. Tran.	1 1/2	July 1

Miscellaneous Stocks.

American Bank Note	2	July 1
American Smelters	1 1/2	July 8
American Vehicle	1	July 10
American Vehicle pf.	1 1/2	July 15
American Tel. & Tele.	2 1/2	July 15
American Car Found Co.	4	Aug. 1
do pf.	1 1/2	Aug. 1
American Express	4	July 1
do pf.	2 1/2	July 2
American Locomotive pf.	1 1/2	July 21
American Tobacco	2 1/2	Aug. 1
do pf.	1 1/2	Aug. 1
American Woollen pf.	1 1/2	July 15
Commercial Cable	1 1/2	July 1
Consolidated Rolling stock	1 1/2	July 1
Consolidated Tobacco pf.	1 1/2	July 2
do com.	2 1/2	July 2
Com. Products pf.	1 1/2	July 10
Con. Electric, Portland	1	July 15
Domination Coal pf.	4	July 1
General Electric	2	July 15
do stock div.	65-2-3	July 15
Hall Signal	1 1/2	July 1
Hartford Gas	1 1/2	July 1
International Paper pf.	1 1/2	July 1
International St. Pump	1	July 1
International Silver pf.	1	July 1
Laclede Gas pf.	2 1/2	July 15
Maryland Coal	2 1/2	July 15
Mexican Telegraph	2 1/2	July 15
Morganthaler	2 1/2	June 30
National Biscuit	1	July 15
National Lead pf.	1 1/2	July 15
National Tube Works pf.	1 1/2	July 1
N. E. Cotton Yarn pf.	3 1/2	July 1
Otis Elevator pf.	2 1/2	July 15
N. Y. Air Brake	2 1/2	July 15
N. Y. & N. J. Telephone	1 1/2	July 15
N. H. Gas Light Co.	2 1/2	July 1
N. H. Water Co.	2	July 1
P. Lorillard	2	July 1
Proctor & Gamble	2	July 15
Pressed Steel Par. pf.	1 1/2	July 25
Reece Buton Hole	2	July 15
Royal Baking Powder	1 1/2	June 30
Security Insurance	4	July 2
Singer Mfg. Co.	1 1/2	June 30
Stetson, John B. com.	5	July 15
Swift & Co.	1 1/2	July 1
Susquehanna Iron & Steel	3	July 14
S. N. E. Telephone	1 1/2	July 15
Temple Iron	3	July 1
Torrington Co. pf. A.	2 1/2	July 1
Union Bag pf.	1 1/2	July 1
United Fruit	1 1/2	July 1
United States Mach. com.	2	July 15
do pf.	1 1/2	July 15
U. S. Leather pf.	1 1/2	July 2

U. S. Steel com.	1	June 30
U. S. Reduction pf.	1 1/2	July 1
Virginia Chem. pf.	2	July 15
Western Union Tel.	1 1/2	July 15
Westinghouse Mfg. Co.	1 1/2	July 1
Westinghouse Air Brake	6	July 10
Wells-Fargo Express	3	July 15
do extra	1	July 15
Welsbach Co.	2	June 27
Westinghouse Machine	1 1/2	July 10
Western Gas	3	July 21

THE NEGRO AND HIGHER LEARNING.

The particular part the negro is to play in the development of this great country is a question of the future. But one thing is certain: he is to play some part. It is equally certain that the future of the negro race is irrevocably bound up in its present. And if, as Victor Hugo declared, the nineteenth century made the negro free but the twentieth century is to make him a man, there is no question that higher learning is to be a prominent factor in this process. Accordingly, no lines should be drawn, no limits set, and no boundaries defined, if he is to reach the highest development. If a spirit of restriction were carried into practice, it would be to the ultimate disadvantage of all concerned, both white and black. No country has ever been prosperous or happy where such lines have been drawn. In this country an attempt to draw them would lead to a caste system that would be ruinous. Deterioration would inevitably come to any nation that allowed or encouraged such distinctions. Two systems of civilization would be created: an imperium in imperio; for in the lower there would be leaders, and there would grow up a power and a system of life which in the end would produce a revolution. Growing body must and will break any bonds that seek to restrain or confine it. It is the law of the world's growth—the law of nature itself.

It is said that the masses of the negro race are ignorant; that they must be kept slowly; and that they will have to remain a laboring class. Handicraft, therefore, is the all-important thing. This does not follow. Perhaps they will so remain; but the handicraft is not the all-important thing, though it has its importance. That the masses must be uplifted is evident; but why limit the uplift? Why say "only so far"? But who is to do the work of elevating to a higher plane? Is it always to be an outer force, the help being given by another race? Are the negroes themselves to take no part in the movement? Are those who believe in the negro's elevation to be pushed aside and those allowed to take the control who declare that the higher education is a mischievous thing, and so hold the race within bounds? Who are those of the race who are to teach the negro in the future? Is it to be simply those who are the educated men of to-day? But what of to-morrow? Shall just the few who have friends or money enjoy the higher courses in our great centers of learning? Whence will come the men for the higher planes if the higher forces are not to be supplied without limit from the rising generation? Shall we let the masses sleep because perchance they are sleepy? These are questions of vital importance and we may well pause to reflect upon them.

The negro may be compelled to belong for years largely to the laboring or industrial classes. But whatever is good for the development of one race is good for the development of another. The negro people, as is predicted, may not all rise above the middle classes. But we point to history and say that the middle and laboring classes have given us much of the best material in this, our Anglo-American civilization. What would have been the result if similar lines had been drawn in former times? The one great boast of this group is public utility in the universal opportunity of education for the poorest and humblest; and the boys and girls of the masses are invited, may be urged, to take the highest and the best training.—Prof. W. S. Scarborough in the May Forum.

IN MANDALAY.

Mandalay has its own sky, soft and gray and incursive like a tent, with white, cloud-like lines that seem meant for scrolls if one could read. It is the Very Sacred City, the city of contemplation, the city of all the monks. A thousand pagoda bells give tongue to the wind there when the sun goes down; a crumbling thousand more give up to time the testimony of outward things. It lies in a curved arm of blue hills, and something broods over it with solitude. This you suspect from the air of the place and the way the shrill talk of the parrots and the complaint of the goats and the laughter of the people come to you wherever you are sitting. Afterward you go out, as I did that morning with the commissioner, and see under the very zenith where the low gray sky is caught up the square of the dark-red crenellated walls of the old royal city, three miles each way, and outside the walls the parallel clear moat thinking back at the sky; and then you are sure that over and above the Government of India some spirit is in possession, some spirit that binds in affection over finished and forgotten things. Seven-roofed kiosks stand at intervals along the outer wall, and they are called pyramids, but they strike the eye like peaceful conclusions—and low, white stone bridges raised in the middle, span the moat. The buttresses of the gates are painted deep gray and white, and the bank that slants steeply from the wall to the water has here and there a low, twisted, spreading tree on it, purely for decoration. You may stop at a corner and look two ways along the reflecting water with but one after bridge receding across, and pyramids at either end, and the water, and each red and gray and white vista, so picked out and finished under the quiet light, slipping adorably into the near blue of the hills. Mandalay seemed aware with bunting and arches of welcome, everywhere and crowds flocking—aware and almost awake, but you looked again and saw that she only turned in her sleep and smiled, and a dream.—From "In Burma with the Viceroy," by Mrs. Everard Cotes, in the July Scribner's.

"I object to such a heartless argument," interrupted the anti-agitator. "Let us first determine whether or not the mosquito is capable of self-government."

Next day countless copies of his speech were forwarded to New Jersey by the mosquito-canopy trust—Baltimore American.

BARGAIN DAY

At J. Johnson & Son's.

Everybody knows that Monday is bargain day at the store of J. Johnson & Son, 55 Church street. A special opportunity to-day is offered to get men's and young men's suits for \$3.89. They are guaranteed pure all wool worsted suits made in the latest up-to-date style with fine durable lining which will stand by you. If you want to look swell and feel well "drop in" and see them. "You know a good thing when you see it" and when you see those really fine suits which are worth several dollars more than the price at which they are offered on this day only, you'll be convinced that it is your chance to get extra good value for a little money. See adv.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of *Wm. D. Mitchell*

THE SOUTHERN RAILWAY'S NEW ENTRANCE INTO JACKSONVILLE, FLA.

By an arrangement for trackage rights over the line formerly known as the Plant System, between Savannah, Ga., and Jacksonville, Fla., and Jesup, Ga., and Jacksonville, Fla., the Southern Railway will be extended from Savannah and Jesup, respectively, to Jacksonville, Fla., and will, on and after July 1, 1902, operate its own train service into and out of Jacksonville.

On and after above-mentioned date the high-class through trains of the Southern Railway from the East will be operated into Jacksonville via Savannah and the new Short Line, which reduces the distance from Savannah and from Jesup to Jacksonville 20 miles. Through Pullman Drawing Room Sleeping Car, New York to Jacksonville and Port Tampa; also Dining-car service. New York office, 571 and 1155 Broadway.

CASTORIA

The Kind You Have Always Bought

Bears the Signature of *Wm. D. Mitchell*

Financial.

NEW YORK STOCK MARKET.

Opening, Highest, Lowest Quotations

Following are the closing prices reported by Price & Whitley, bankers and brokers, 52 Broadway, New York, and 15 Center street, New Haven:

Open High. Low Last

Amal. Copper	63 1/2	63 1/2	63 1/2
American Sugar	120	120	120
do pf.	100	100	100
Baltimore & Ohio	100	100	100
Brooklyn R. T. & M.	82 1/2	82 1/2	82 1/2
Ches. & Ohio	47	47	47
C. & M. & St. P.	170	170	170
C. R. I. & P.	120 1/2	120 1/2	120 1/2
Chl. & Western	23 1/2	23 1/2	23 1/2
Colorado Fuel	87 1/2	87 1/2	87 1/2
Consolidated Gas	22 1/2	22 1/2	22 1/2
Cont. Tobacco	122 1/2	122 1/2	122 1/2
Hill's Central	100 1/2	100 1/2	100 1/2
Louis. & Nash.	120 1/2	120 1/2	120 1/2
Maine Central	12 1/2	12 1/2	12 1/2
Met. St. Railway	148 1/2	148 1/2	148 1/2
M. K. & T. pf.	50	50	50
N. Y. C. & H. R. R.	110 1/2	110 1/2	110 1/2
N. Y. C. & H. R. R.	155 1/2	155 1/2	155 1/2
N. Y. C. & H. R. R.	32 1/2	32 1/2	32 1/2
Pennsylvania	100 1/2	100 1/2	100 1/2
People's Gas	100 1/2	100 1/2	100 1/2
Phil. & Reading	60 1/2	60 1/2	60 1/2
do pf.	84	84	84
Southern Ry. pf.	60 1/2	60 1/2	60 1/2
Southern Ry.	60 1/2	60 1/2	60 1/2
Tennessee Coal	62 1/2	62 1/2	62 1/2
Union Pacific	100 1/2	100 1/2	100 1/2
do pf.	80	80	80
U. S. Leather	12 1/2	12 1/2	12 1/2
do pf.	100 1/2	100 1/2	100 1/2
U. S. Steel	87 1/2	87 1/2	87 1/2
do pf.	80 1/2	80 1/2	80 1/2
Walsh & Lumber	40 1/2	40 1/2	40 1/2
Western Union	85 1/2	85 1/2	85 1/2

Closing Prices.

Following are the closing prices reported by Price & Whitley, bankers and brokers, 52 Broadway, New York; 15 Center street, New Haven, Conn.:

Adams Express	197	210
Amalgamated Copper	63 1/2	63 1/2
American Car Foundry	31 1/2	31 1/2
do pf.	87 1/2	87 1/2
American Cotton Oil	51 1/2	51 1/2
do pf.	80	80
American Express	225	225
American Ice	120 1/2	120 1/2
do pf.	41 1/2	41 1/2
American Lined	23 1/2	23 1/2
do pf.	23 1/2	23 1/2
American Smelting	47 1/2	47 1/2
do pf.	98	98
American Sugar Refining	120 1/2	120 1/2
do pf.	118 1/2	118 1/2
American Tobacco	140	140
Archibald, Torpe & Son	82 1/2	82 1/2
do pf.	101	101 1/2
Baltimore & Ohio	100 1/2	100 1/2
do pf.	80	80 1/2
Bay State Gas	100 1/2	100 1/2
Brooklyn Rapid Transit	67 1/2	67 1/2
Brooklyn Union Gas	230	230 1/2
Canada Southern	60 1/2	60 1/2
Canadian Pacific	133 1/2	133 1/2
Central of New Jersey	180	180
Chesapeake & Ohio	46 1/2	47
Chicago & East Illinois	100 1/2	100 1/2
Chicago Great Western	140	140
do pf.	87 1/2	87 1/2
Chl. Ind. & Louisville	75 1/2	75 1/2
do pf.	100 1/2	100 1/2
Chl. Mt. & St. Paul	170 1/2	170 1/2
do pf.	100 1/2	100 1/2
Chicago N. Y. & Pacific	200 1/2	200 1/2
Chicago St. P. & Omaha	100 1/2	100 1/2
Cleveland, C. & St. Louis	100 1/2	100 1/2
Col. Rocking Y.	84 1/2	84 1/2
Colorado Fuel and Iron	87 1/2	87 1/2
Consolidated Gas	22 1/2	22 1/2
Continental Tobacco	122 1/2	122 1/2
Delaware and Hudson Canal	174 1/2	174 1/2
do pf.	100 1/2	100 1/2
Denver & Rio Grande	30 1/2	30 1/2
do pf.	68 1/2	68 1/2
General Electric	305	305
Great Northern pf.	187	188
Illinois Central	100 1/2	100 1/2
International Paper	200 1/2	200 1/2
do pf.	73	74
Interstate Silver	12 1/2	12 1/2
do pf.	50 1/2	50 1/2
Iowa Central	40 1/2	40 1/2
Laclede Gas	2 1/2	2 1/2
Lake Erie & Western	63	63
do pf.	120	120
Louisville & Nashville	137	137 1/2
Manhattan Elevated	25 1/2	25 1/2
Metropolitan St. Railway	148 1/2	148 1/2
Mexican Central	28 1/2	28 1/2
Mexican National	18 1/2	18 1/2
Missouri, Kansas & Texas	27 1/2	27 1/2
do pf.	50	50
Missouri Pacific	100 1/2	100 1/2
National Biscuit	40 1/2	40 1/2
National Lead	21 1/2	21 1/2
do pf.	100 1/2	100 1/2
New York Air Brake	101	101
New York Central & Hudson	155 1/2	155 1/2
New York, Chicago & St. L.	62 1/2	62 1/2
New York & New Haven	230	231
New York, Ontario & Western	324	324 1/2
do pf.	97 1/2	97 1/2
North American	122	123
do pf.	41 1/2	42
Pennsylvania Railroad	174 1/2	174 1/2